

Message Text

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MIL AIRLIFT COMMAND, SCOTT AFB, ILL

C O N F I D E N T I A L USNATO 4351

E.O. 11652: GDS

TAGS: MPOL, NATO

SUBJECT: CIVIL-MILITARY AVIATION PLANNING IN NATO - STATUS
AND NEXT STEP

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SUMMARY. THIS MESSAGE REVIEWS THE STATUS AND HIGHLIGHTS
PROGRESS OF AVIATION PLANNING IN NATO AND PROPOSES THAT A
JOINT PLANNING GROUP MEET IN EARLY OTOBER TO DEVELOP INPUTS
FOR A COUNCIL REPORT TO MINISTERS IN DECEMBER. WE REQUEST THAT
A WASHINGTON REPRESENTATIVE PLAN TO ATTEND THE POPOSED JOINT
WORKING GROUP MEETING IN OCTOBER. END SUMMARY.

1. FOLLOWING SECRETARY SCHLESINGER'S CALL IN JUNE 1974
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MINISTERIAL MEETING FOR MEASURE TO ENHANCE THE REINFORCEMENT
CAPABILITY OF EUROPE, MAJOR GENERAL CASEY, DEPUTY DIRECTOR OF
LOGISTICS FOR STRATEGIC MOBILITY BRIEFED THE NORTH ATLANTIC
COUNCIL JANUARY 1975 ON US AIRLIFT CAPACITY AND DESCRIBED,

IN GENERAL TERMS, THE US CIVIL RESERVE AIR FLEET PROGRAM. GEN CASEY'S BRIEFING WAS THE INITIAL STEP TOWARD A PROGRAM TO IMPROVE CIVIL/MILITARY COOPERATION IN PLANNING FOR THE EFFICIENT USE OF CIVIL AVIATION RESOURCES IN NATO. IMPROVEMENT OF NATO AIRLIFT CAPABILITIES EMBODIES A LONG RANGE CONCEPT THAT PLACES FIRST PRIORITY ON ACTIONS TO IMPROVE ALLIED AERIAL PORT RECEPTION AND FORWARDING CAPABILITIES WITH SECONDARY PRIORITY ON ESTABLISHING AN INTERA-THEATER AIRLIFT REQUIREMENT AND ORGANIZATION. WE EXPECT THIS PROGRAM TO LEAD TO FIRM AGREEMENT FOR MORE RECEPTION BASES AND THROUGHPUT FACILITIES, AS WELL AS PROCEDURES AND ARRANGEMENTS FOR COORDINATING CIVIL AVIATION RESOURCES MADE AVAILABLE TO THE ALLIANCE.

2. AS A RESULT OF GENERAL CASEY'S BRIEFING, THE NAC ESTABLISHED AN AD HOC GROUP ON CIVIL-MILITARY AVIATION PLANNING UNDER DEPUTY SYG PANSA. THE PANSA AD HOC GROUP HELD ITS FIRST MEETING ON APRIL 28 TO DETERMINE THE ACTIONS THAT ARE NEEDED TO IMPROVE THE CIVIL-MILITARY AVIATION CAPABILITY IN NATO. MEMBERS AGREED THAT NATIONS AND NATO ORGANIZATIONS SHOULD PURSUE AVIATION PLANNING OBJECTIVES TO:

(1) IMPROVE NATO AIRLIFT RECEPTION FACILITIES INCLUDING ALTERNATE AERIAL PORTS,

(2) IDENTIFY NATO MILITARY AND NON-MILITARY AIRLIFT REQUIREMENT,

(3) ESTABLISH CIVIL AVIATION PROGRAMS AT THE NATIONAL LEVEL TO SUPPORT NATO MISSIONS, AND

(4) ESTABLISH AT NATO HQ A SUITABLE MEANS FOR THE CIVIL-MILITARY COORDINATION OF CIVIL AVIATION RESOURCES USED IN SUPPORT OF NATO MISSIONS. IN RECENT MONTHS NATO HAS MOVED CLOSER TO THESE OBJECTIVES.

3. SINCE JANUARY 1975, NATO PLANNING BODIES HAVE MADE GOOD PROGRESS TOWARD IMPROVING THE UTILIZATION OF AIRLIFT RESOURCES IN NATO. THE MC HAS TAKEN AN ACTIVE LEAD IN PROVIDING FOR CONFIDENTIAL

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AVIATION PLANNING MEASURES BY TASKING SACEUR TO DETERMINE HOW CIVIL AVIATION RESOURCES COULD SUPPORT NATO CONTINGENCY PLANS, MC ALSO ASKED SACEUR TO INCREASE COOPERATION WITH NATIONS, THE SENIOR CIVIL EMERGENCY PLANNING COMMITTEE (SCEPC), AND THE CIVIL AVIATION PLANNING COMMITTEE (CAPC) BY PROVIDING THEM WITH PLANNING DATA AND HIS ASSESSMENT OF THE ACE MILITARY REQUIREMENT FOR THE INTRA-THEATER AIRLIFT IN TIMES OF CRISIS AND WAR. ON JULY 15, 1975 SACEUR FURNISHED ILLUSTRATIVE DATA ON AIRLIFT REQUIREMENTS TO NATO PLANNING BODIES FOR USE AS A BASIS TO DEVELOP A "CIVIL RESERVE AIR FLEET". IN THIS REGARD THE US HAS PROVIDED USNMR SHAPE WITH DATA ON REINFORCEMENT FORCES, EQUIPMENT AND SUPPLIES THAT IT EXPECTS TO USE IN EUROPE DURING TIMES OF CRISIS AND WAR. FOR PLANNING PURPOSES

SACEUR NEEDS INFORMATION FROM NATIONS ON THE EXTENT OF SURPLUS AIRLIFT, RECEPTION FACILITIES, AND SERVICES THAT COULD BE MADE AVAILABLE TO THE ALLIANCE IN EMERGENCY AND WAR. IF LEGAL POSITIONS IN ANY NATION INHIBIT USE OF THESE FACILITIES AND SERVICES, THE SCEPC AND CAPC REPRESENTATIVES SHOULD URGE OFFICIALS IN CAPITALS TO ENACT ENABLING LEGISLATION.

4. SCEPC AT ITS JUNE PLENARY MEETING ACCEPTED A REPORT BY THE CAPC CHAIRMAN ON THE PROGRESS MADE BY THE CAPC AD HOC GROUP ON THE USE OF CIVIL AIR TRANSPORT IN AN EMERGENCY. THE AD HOC GROUP HAS BEEN INSTRUCTED TO CONTINUE ITS INVESTIGATION OF THIS QUESTION WITH SPECIAL EMPHASIS ON THE PREPAREDNESS OF RECEPTION FACILITIES AND THE POSSIBLE ROLE FOR A CRISIS ORGANIZATION TO FACILITATE COORDINATION BETWEEN CIVIL AVIATION AUTHORITIES.

5. CPAC AD HOC GROUP PLANS TO MEET SEPT 25-26 TO CONSIDER THE SHAPE REQUIREMENT DATA TO DETERMINE HOW THIS DATA CAN BE TRANSLATED INTO COMMITMENTS BY HOST NATIONS. WE HOPE THAT AT AN OPPORTUNE TIME THE AD HOC GROUP CAN BE INVITED TO HQ US EUCOM TO RECEIVE FURTHER BRIEFINGS ON US STRATEGIC AIRLIFT AND SEE A DEMONSTRATION OF THE COMPUTER PROGRAM "CRISIS CLOSURE TIME ESTIMATOR" (CCTE) AS USED BY MOVEMENT PLANNERS IN J/4 HQ US EUCOM.

6. WE BELIEVE THE NEXT STEP SHOULD BE A JOINT PLANNING GROUP MEETING IN EARLY OCTOBER BETWEEN SHAPE, CAPC AD HOC GROUP AND REPRESENTATIVES FROM CANADA, UK AND US AIRLIFT PLANNING STAFF
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IN CAPITALS. THE PURPOSE OF THIS JOINT MEETING WOULD BE TO DEVELOP INPUTS FOR THE TEXT OF A JOINT REPORT THAT THE MC AND SCEPC SHOULD MAKE TO THE COUNCIL BY EARLY NOVEMBER IN ORDER THAT MINISTERS WILL HAVE A REPORT TO CONSIDER IN DECEMBER. WE RECOMMEND THAT WASHINGTON CONSIDER THIS APPROACH FOR ADVANCING AVIATION PLANNING IN NATO TOWARD THE US AIRLIFT IMPROVEMENT OBJECTIVES.

7. ACTION REQUESTED: WASHINGTON COMMENTS ON THE PROPOSAL FOR A JOINT WORKING GROUP MEETING TO DEVELOP A DRAFT TEXT FOR A COUNCIL REPORT TO MINISTERS IN DECEMBER.
STREATOR

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